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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 18 Feb. 1952

SUBJECT Five-Year Plan for Building the DDR
Merchant Fleet

NO. OF PAGES 5

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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1. Five-year Plan

- a. 18 cargo ships are to be constructed for foreign trade in the Wismar
-
- and Warnemünde shipyards in the years 1951-1955 as follows:

Year	Wismar Shipyard		Warnemünde Shipyard	
	Type I 1,000 GRT	Type II 3,000 GRT	Type III 5,000 GRT	Type IV 8,000 GRT
1951	-	-	-	-
1952	-	-	-	-
1953	3	1	1	-
1954	3	1	-	1
1955	3	3	1	1
Total	9	5	2	2

b. Cost of Production

The estimated cost of production per ship is as follows:

9 Type I (1,000 GRT)	1,000 TDM per ship
5 " II (3,000 GRT)	4,000 TDM " "
2 " III (5,000 GRT)	8,000 TDM " "
2 " IV (8,000 GRT)	8,000 TDM " "

Total cost

61,000 TDM

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Document No. 3

No Change in Class. ☐☐ Declassified

Class. Changed To: TS S

Auth: HR 70-2

Date: 8 SEP 1978

By:

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STATE	X	NAVY	EV	NSRB															
ARMY	X	AIR	X	FBI															

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2. Five-year plan

- a. 20 cargo vessels are to be built as follows:

	Type I 1,100 GRT	Type II 2,200 GRT	Type III 4,500 GRT	Type IV 6,500 GRT
1951	-	-	-	-
1952	-	-	-	-
1953	3	1	1	-
1954	3	1	1	1
1955	4	3	1	1
Total	10	5	3	2

- b. The estimated cost of production every year under this scheme is as follows:

	Type I	Type II	Type III	Type IV	Sum
1951	1,500	-	1,400	-	2,900 TDM
1952	9,100	2,800	7,500	3,200	22,600 TDM
1953	7,700	9,000	10,000	11,000	37,700 TDM
1954	8,000	10,900	9,000	15,700	43,600 TDM
1955	3,700	7,300	5,900	8,000	24,900 TDM
Total	30,000	30,000	33,800	37,900	131,700 TDM

- c. The cost per ship in TDM, according to the estimate of costs:

	Type I	Type II	Type III	Type IV
1st ship	3,750	7,500	13,000	19,900
2nd "	3,750	6,500	11,000	18,000
3rd "	3,350	5,900	9,800	
4th "	3,350	5,200		
5th "	2,900	4,800		
6th "	2,900			
7th "	2,600			
8th "	2,600			
9th "	2,400			
10th "	2,400			
Total	30,000	30,000	33,800	37,900
				131,700

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3. Alternative proposal:

a. In order to cut down the cost and also the avoid dispersal of qualified labor, it is proposed that only one type of ship be constructed at each yard at one time. According to this plan, construction of Type I should begin in Wismar and of Type IV in Warnemünde.

b. By 1955, 22 ships can be constructed according to this plan.

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c. Plan for completion of 22 ships:

	<u>Type I</u>	<u>Type II</u>	<u>Type III</u>	<u>Type IV</u>
1953	3	-	-	-
1954	7	1	-	2
1955	1	4	3	1

d. Costs per ship according to this plan are as follows:

	<u>Type I</u>	<u>Type II</u>	<u>Type III</u>	<u>Type IV</u>
1st ships	3,750	5,800	10,000	20,200
2nd ships	3,750	5,200	9,000	17,750
3rd ships	3,290	4,800	8,200	15,750
4th ships	3,290	4,400		
5th ships	2,925	4,200		
6th ships	2,925			
7th ships	2,625			
8th ships	2,625			
9th ships	2,390			
10th ships	2,390			
11th ships	1,940			
Total	31,900	24,400	27,200	53,700

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5. a.

18 ships are to be constructed in the five-year plan as follows:

8 ships of Type I	1,100 GRT
4 " " Type II	2,200 GRT
3 " " Type III	4,500 GRT
3 " " Type IV	6,500 GRT

18 ships 50,600 GRT

b. Intended dates of completion are as follows:

	<u>Type I</u>	<u>Type II</u>	<u>Type III</u>	<u>Type IV</u>
1951	-	-	-	-
1952	-	-	-	-
1953	2	2	1	-
1954	3	1	1	2
1955	3	1	1	1
	8	4	3	3

c. The cost of these ships would be as follows:

	<u>Type I</u>	<u>Type II</u>	<u>Type III</u>	<u>Type IV</u>	<u>Total</u>
1951	1,500	-	-	400	1,900
1952	7,400	-	-	8,100	15,500
1953	14,640	2,500	2,700	22,200	42,040
1954	1,560	13,450	13,700	22,600	51,310
1955	-	4,250	10,800	400	15,450
	25,100	20,200	27,200	53,700	126,200

d. It is still undetermined whether the GDS will receive 18 or 22 ships under the Five-Year Plan. According to the preliminary estimates, the cost for 18 ships would be 126,200 TDM, and for 22 ships would be 137,200 TDM.

6. The Creation of a Central Construction Bureau for Shipbuilding: 50X1-HUM

a. At present, offices for planning, construction, research and development are distributed in a number of different localities. The repair program is dealt with in Berlin while the building program is handled in Warnemünde, Stralsund, and Rosslau, and the research office for towing experiments is located in Berlin-Koepenick. Thus the necessary cooperation, as well as coordination of work among various shipyards is lacking.

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- b. If the shipbuilding industry is to cope with the large fleet to be built, all offices involved must, in view of the acute shortage of qualified personnel, be centralized as quickly as possible.
- c. As a site for the centralization, only Rostock can be considered. As a shipping center it offers possibilities for dealing with the requirements of builders and, at the same time, offers the necessary contacts with the university and with the Engineers' School which is now under construction.
- d. It is, therefore, proposed that a central construction bureau, (Zentrales Konstruktions Büro für den Schiffbau) be instituted at Rostock on 1 January 1951. The bureau should absorb the following offices:
 - 1) The Warnemünde construction office (KobU)
 - 2) The Berlin-Koepenick construction office
 - 3) The central office of standards
 - 4) The towing experimental stations (to be built)
- e. The proposed central construction bureau would establish a center for projects and planning tasks for the whole shipbuilding industry at Rostock.

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